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3 **Regional Transportation Advisory Committee**
4 **Meeting Minutes**
5 **October 14, 2010**
6 **NRPC Office, 155 Lake Street, St. Albans, VT**
7

8 **Attendance:**

9 TAC Members: P. Hansen (Village of Alburgh), John Whitney (St. Albans Town), David Leslie (Grand Isle),
10 George Coy (Airport), John Roy (South Hero), J. Tomlinson (Richford), C. Steen (Fairfax), Joey Clark (Town
11 of Enosburgh), Cynthia Scott (MVRT), Terry Riggs (Fletcher), Chad Spooner (St. Albans City),
12 Others: Bethany Remmers (staff), Amy Bell (VTrans, via phone) and Paul Larner (St. Albans Town)
13

14 **Introductions:**

15 The meeting began at 7:05 PM.
16

17 **Act 110- Draft Revised Town Road and Bridge Standards:**

18 B. Remmers noted that in 2010, the Vermont Legislature passed Act 110 which requires VTrans to revise the
19 current Town Road and Bridge Standards to incorporate practical and cost-effective methods to address
20 transportation stormwater issues and pollution. A technical committee with representatives from VTrans, ANR,
21 VLCT, VT Better Backroads, the RPCs and municipal road crews developed the new draft standards.
22

23 The TAC discussed the requirement for 15 inches of gravel sub-base. While this is not a change for the
24 standards, the committee talked about the advantage of using fabric in road construction/reconstruction.
25 Though many towns have had good experience with using fabric, it was agreed that because of the cost, it may
26 not be practical to require fabric. One town noted difficulty in finding good stone for the top 3 inches of a road.
27 The question of liability in regards to wing walls was raised. Does the town take on additional liability if they
28 constructed wing walls and a motorist went off the road and hit the structure? Sizing of culverts was discussed
29 at length. There was a question about whether a 36 inch culvert actually needed a hydraulics study or whether it
30 just had to be constructed in accordance to the standards of the Hydraulics Manual.
31

32 There was some confusion about the reduced match. Several TAC members interpreted it as the town would
33 receive a 10% reduction in their current match requirement. So if a town currently qualified for a 90/10 match
34 because they had signed the standards and had a culvert/road inventory, their new match requirement would be
35 100/0. B. Remmers noted that the town would have to adopt these new standards in order to *retain* any reduced
36 match requirement they currently have.
37

38 **Summary of Accomplishments from FY 2010 Transportation Planning Initiative Work Program and**
39 **Discussion of FY 2011 Projects:**

40 B. Remmers distributed a list of tasks the NRPC had completed in the last federal fiscal year, October 1-
41 September 30, using its transportation funding. Accomplishments included completing 14 traffic counts, the
42 Fletcher/Swamp Road Intersection Feasibility Study, 104/SASH Intersection Feasibility Study Update and
43 providing mapping or other transportation technical assistance to all 23 member municipalities.
44

45 **Updates and Information**

46 The TAC reviewed the Senator Leahy's letter which recommended the temporary lifting of the 80,000 pound
47 weight limit on the interstates be made permanent. A. Bell noted that there is concern from the rail industry
48 about removing this limit. It would take an act of Congress increase the weights allowed on the interstate
49 system. G. Coy announced that VTrans is changing its approach to maintenance at the airport but will continue

1 to do the snow removal. TAC members discussed the feasibility of expanded GMTA commuter routes and
2 using the service for school transport as well. This may be a topic at a future meeting.
3

4 **Minutes:**

5 P. Larner asked for the following corrections/clarifications to the September 9 meeting minutes: page 1, line 36
6 change “elevate” to “alleviate”; add note that the Town of Saint Albans objected to the scope of the study
7 because it did not include the alternative of an exit 19A; and address the traffic delays from adding pedestrian
8 crosswalks/signalization in roundabout.
9

10 *J. Tomlinson moved to accept the September 9, 2010 meeting minutes with corrections. C. Steen seconded. The*
11 *motion carried.*
12

13 **Other Business:**

14 C. Spooner voiced concern over an individual in an electric wheelchair getting stuck on the North Elm Street
15 rail crossing. C. Steen mentioned that the Town of Fairfax is concerned about the VT Food Venture Building
16 which is about to be vacated. It is located at the intersection of VT 104 and Fletcher Rd. If it was removed, it
17 may be possible to improve the intersection. A. Bell cautioned that the plan would need to be much further
18 developed and significant safety issues documented before VTrans would even join discussion.
19

20 *J. Roy moved to adjourn; C. Steen seconded. The motion carried.*
21

22 The meeting adjourned at 9:10 pm.